

## Owners Approve Direct Mail Pay For U. S. Vessels

Recommendation of Postmaster General Work on Subsidy Bill Wins Indorsement of Local Officials

**3,600,000 Paid for '22**

**few System Based on Pound Rather Than Contract for Year: American Ships Lead**

Steamship owners yesterday gave full support to the recommendation of Postmaster General Work that government funds for the carrying of foreign mails should be paid directly to the ship lines rather than into the subsidy fund, as provided in the bill now pending before Congress.

Winthrop J. Marvin, vice-president of the American Steamship Owners' Association, in his address, pointed out that the attitude of the Postoffice Department was in line with the opinions expressed previously by the owners.

"This was the course advocated by the American merchant marine joint committee and urged by H. E. Rayson, president of the Clyde-Mallory lines, and Frank C. Munson, president of the Munson Steamship Lines, in their addresses recently at the joint hearings before the Congressional Committee on Navigation, Washington, D. C., in said. "These mail arrangements are considerable in amount. It has been the attitude of the ship owners' association that present arrangements with the Postoffice Department, which are working well for the government and its shipping companies, should not be changed. In many cases the mail payments now being received are greater than amount than the proposed basic subsidy. Both mailers and shippers, in the judgment of practical men, if the American merchant marine, will be necessary to give American mail passenger steamers a fair chance against the mail ships of foreign governments, most of which have been generously subsidized for many years."

**Mail Service Improving**

"Ocean mail service under the American flag is rapidly improving in speed and frequency. The amendment to the shipping bill urged by the Postmaster General can readily be made, and it will not weaken the shipping measure."

The attitude of Dr. Work, expressed in a letter to Chairman Greene of the House merchant marine committee, was that the proposed method of payment would tend completely to disassociate the carriage of mails and mail service from direct proportional relationship to the payment for such services. In view of the present position of the subsidy bill, requiring all subsidized lines to carry mail free, would remove incentive for careful attention.

The Postoffice Department announced that in the fiscal year 1922 American ships were paid \$3,600,000 for carrying the mails, against \$17,000,000 on foreign ships. In the year previous American vessels received \$27,000,000 compared with \$2,683,000 by foreign steamers.

**To Pay on Pound Basis**

It was also announced that in the future the Postoffice Department would pay the ship lines on the pound basis rather than under the contract system. The contracts with the American Line and the Red D. Line, drafted under the mail act of 1891, have expired and that with the Ward Line ends on October 1, 1922. The mails on the first two lines are already on the pound basis. The rates are 80 cents a pound on American and 25 cents a pound on foreign ships.

In an effort to favor American steamers the Postoffice Department will hold its first-class mail twenty-four hours to catch a ship under the United States flag and will hold parcel post forty-eight hours for the same purpose.

The only exception to the pound method of payment is the new agreement with the Ocean Steamer Company running from San Francisco to Australia and Samoa, with which a yearly contract has been made. This was done because of the desire of the War Department to maintain contact through American ships with Samoa.

**North German Lloyd Contract for Ten Years**

**Gives Reciprocal Docking Facilities With U. S. Lines; Rossbottom Due on Thursday**

From The Tribune's Washington Bureau

WASHINGTON, July 25.—The contract between the Shipping Board and the North German Lloyd Steamship Company, which will be presented to the next meeting of the board for approval or rejection, will run for a period of ten years, W. J. Love, vice-president of the Emergency Fleet Corporation, disclosed today.

The contract provides for reciprocal arrangement as to docking facilities here and in Germany, the lines of the North German Lloyd and the vessels operated for the government by the United States Lines and also that booking agencies for the United States Lines can be established in the leading German cities for passenger traffic and that similar offices may be established in other European cities for booking both freight and passengers.

T. H. Rossbottom, general manager of the United States Lines, is expected in New York on Thursday on the President Roosevelt. With him are E. J. Moore, Jr., Moore & McCormack, and A. E. Cleary, of the Roosevelt Steamship Company, both of whom were in Germany with Mr. Rossbottom and Mr. Love negotiating the new contract with the North German Lloyd.

**American Vessels Rely On Oil in Coal Strike**

**85 Per Cent of U. S. Ships Are Equipped to Burn It and Have Advantage**

Shortage of bunker coal and rising prices have had little effect on American vessels, due chiefly to the fact that 85 per cent of the ships under the United States flag are equipped to burn oil, and also to the fact that coal-burners in the trans-Atlantic trade can take oil in European ports for the round trip.

At the offices of the Shipping Board yesterday it was said that the survey of the shipping situation was not yet completed, and for that reason chartering for the coal trade was not resumed. It was expected that by today the board would be ready to place additional vessels. Forty-three ships now in European waters have already been chartered.

Bunkers and oil prices continued on the up-grade yesterday. It was reported that supplies reached \$1 a ton in some instances, compared with \$5 a ton a month ago.

## Marine Reports

NOTE.—The hours below are standard time.  
**THE TIDES**

Highest High Water 10 AM. Low Water 4 PM.

Sandy Hook . . . . . 8:57 9:17 2:53 3:03 Governor's Island . . . . . 9:21 9:34 3:28 3:29

Orizaba, Havana . . . . . 10:10 11:18 4:58 5:19

Wind at Sea Today

Hatters to Key West—Moderate to fresh southerly winds, partly overcast weather; probably local rains.

East Gulf—Moderate variable winds and mostly overcast weather; probably local rains.

West Gulf—Moderate to fresh east and north winds, partly fair winds.

Caribbean and Windward Passage—Moderate northeasterly winds and partly overcast weather.

Sandy Hook to Hatters—Fresh easterly winds and overcast weather.

Arrived Yesterday

Galician, Porto Carras July 19, to United

Fruit Co. with 2 pass and 1500 mds; Pier 18,

Nuria (sp.) Bibao June 1. Santander 5.

Gibralter 10. Alicante 23. Valencia

Barcelona 27. Tarragona 28. Valencia

July 2. Ganda 6 to Garcia & Diaz with 1

Philippines.... Furness, Witby & Co.

Kirk, Buenos Ayres July 11. Kerr S S Co

West Indies Antwerp July 11.

Black Diamond S S Corp

Eurydice, Havana July 20.

United Solar, San Francisco July 28.

Dollar S S Lines

Villanueva, Hamburg July 25.

Algeciras-American Line

North Western Miller, London July 7.

Philadelphia.... Furness, Witby & Co.

Kirk, Buenos Ayres July 11.

Black Diamond S S Corp

United Solar, San Francisco July 28.

Dollar S S Lines

Algeciras-American Line

North Western Miller, London July 7.

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